California Environmental Protection Agency
Department of Toxic Substances Control

HAZARDOUS WASTE FACILITY PERMIT

Facility Name and Location:

Clean Harbors San Jose, LLC
Rail Spur Transfer Facility
660 Lenfest Road
San Jose, California 95133-1614

Permit Number: _____

Facility Owner:

Clean Harbors San Jose LLC
1040 Commercial Street, Suite 109
San Jose, California 95112

Facility Operator

Clean Harbors San Jose, LLC
1040 Commercial Street, Suite 109
San Jose, California 95112

Facility EPA ID No.:
CAL 000 191 813

Effective Date:
_____

Expiration Date:
_____

Pursuant to Section 25201.6 of the California Health and Safety Code, this Standardized Hazardous Waste Facility Permit, Series A (Permit), is hereby issued to Clean Harbors San Jose, LLC, Rail Spur Transfer Facility. The issuance of this Permit is subject to the terms and conditions set forth in Attachment "A" and the Standardized Permit Application dated March 18, 2005. Attachment "A" consists of 40 pages.

//Original signed by//
_____
Mohinder S. Sandhu, P.E., Chief
Standardized Permitting and Corrective Action Branch
Hazardous Waste Management Program

_____
Date

CLEAN HARBORS SAN JOSE, LLC
RAIL SPUR TRANSFER FACILITY
STANDARDIZED HAZARDOUS WASTE FACILITY PERMIT, SERIES A

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STANDARDIZE HAZARDOUS WASTE FACILITY PERMIT, SERIES "A"

CLEAN HARBORS SAN JOSE, LLC
RAIL SPUR TRANSFER FACILITY
660 LENFEST ROAD
SAN JOSE, CALIFORNIA 95133-1614
EPA ID NO. CAL 000 191 813

PART I - DEFINITIONS

All terms used in this Permit shall have the same meaning as those terms have in the California Health and Safety Code, division 20, chapter 6.5 and California Code of Regulations, title 22, division 4.5, unless expressly provided otherwise by this Permit.

1. "DTSC" as used in this Permit means the California Department of Toxic Substances Control.

2. "Permittee" as used in this Permit means the Owner and Operator.

3. "Facility" as used in this Permit means all contiguous land and structures, other appurtenances, and improvements on the land used for the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste. A hazardous waste facility may consist of one or more treatment, transfer, storage, resource recovery, disposal or recycling operational units or combinations of these units.

   For the purpose of implementing corrective action under title 22, division 4.5 of the California Code of Regulations, hazardous waste facility includes all contiguous property under the control of the owner or operator required to implement corrective action.

PART II - DESCRIPTION OF THE FACILITY AND OWNERSHIP

1. FACILITY OWNER:

Clean Harbors San Jose, LLC
Rail Spur Transfer Facility
1040 Commercial Street, Suite 109
San Jose, California 95112

2. FACILITY OPERATOR:

Clean Harbors San Jose, LLC
Rail Spur Transfer Facility
1040 Commercial Street, Suite 109
San Jose, California 95112

3. LAND OWNER:

Clean Harbors San Jose, LLC
Rail Spur Transfer Facility
1040 Commercial Street, Suite 109
San Jose, California 95112

4. LOCATION:

The Permittee's facility (Lenfest Facility) is located at 660 Lenfest Road, San Jose, in the County of Santa Clara, State of California, at latitude North 37^{o} 21' 48" and longitude West 121^{o} 52' 11". Lenfest Road is east of Highway 101 (Bayshore Freeway) off Mabury Road (see Figure 1, Site Location). The facility is on the northeast side of Lenfest Road, approximately 470 feet southeast of Mabury Road. The Permittee is the legal owner of the 2.37-acre lot (with an old warehouse building) which is used to access the rail tank cars used for transfer of hazardous waste. The Lenfest Facility consists of a Transfer Area located on the northern side of the warehouse building and a Storage Area located at the rail spur at the back of the warehouse on the northeast area of the facility. The Transfer Area measures 65 feet by 12 feet with 3-inch roll over curbs equipped with a 25,000-gallon containment sump while the Storage Area for four rail tank cars measures 30 inches by 220 feet. The facility's legal description is: Parcel # 025, filed May 1, 1997, Map Book 254, Page 02, Santa Clara County Records, California, Assessor's Parcel No. 254-02-025. It is located in an area zoned for light industrial (L-1). On the Flood Insurance Rate Map, it is in Floodplain Zone AH, an area of 100-year shallow flooding where depths are between one and three feet. The main entrance to the facility is from Lenfest Road on the south side of the building.

The Permittee will install a spill containment system for the rail tank cars and a containment sump at the Transfer Area in compliance with the requirement of California Code of Regulation, title 22, section 66264.175 and the Special Condition Nos. 1 and 15 of Part V of this Permit. A “vapor balance system” to control emission and odor during transfer of hazardous waste from the tanker/vacuum truck to rail tank car will also be installed in compliance with the requirement of California Code of Regulation, title 22, section 66264.179 and the Special Condition No. 2 of Part V of this Permit.

5. OPERATIONS:

(a) Background

The Lenfest Facility was previously owned by Solvent Services, Inc. (SSI) from 1987 until approximately 1992 when it was purchased by United States Pollution Control Incorporated (USPCI), a division of Union Pacific Railroad. Laidlaw purchased the facility from USPCI in 1996. Laidlaw was renamed Safety Kleen, San Jose after Laidlaw purchased Safety Kleen, Inc. in 1998. Safety Kleen operated the facility until September 2002 when Clean Harbors took over the ownership of Safety Kleen’s Chemical Services Division.

On October 28, 1987, the California Department of Health Services, Toxic Substances Control Program, the predecessor of DTSC, issued a Variance to Solvent Services Inc. for the transfer of wastes from Solvent Services Inc.’s main facility at 1021 Berryessa Road, San Jose, California to rail tank cars at 660 Lenfest Road, San Jose, California. Clean Harbors was authorized to operate the Lenfest Facility under a Consent Agreement issued by DTSC, Docket No. HWCA 20040614, effective January 3, 2005 for the transfer and storage of hazardous waste until this Standardized Hazardous Waste Facility Permit, Series A (Permit) is issued.

(b) General Description

This Permit authorizes the Permittee to operate a rail spur transfer and storage facility in San Jose, Santa Clara County, California. For the purpose of this Permit, the term "transfer facility" shall have the definition specified by the Health and Safety Code section 25123.3(a)(3). The Permittee is authorized to transfer only bulk liquid hazardous wastes originating from the facility operated by Clean Harbors San Jose, LLC, located at 1021 Berryessa Road (Berryessa Facility) to the rail tank cars at Lenfest Facility. Both Berryessa Facility and Lenfest Facility are operated by Clean Harbors San Jose LLC, 1040 Commercial Street, Suite 109, San

Jose, California 95112. The distance between the Berryessa Facility and the Lenfest Facility is approximately one mile. The Berryessa Facility has a Hazardous Waste Facility Permit issued by DTSC for storage, treatment and transfer of liquid hazardous wastes. The Berryessa Facility provides the staff, supervision and management for the Lenfest Facility. The Berryessa Facility also provides registered hazardous waste transporters which haul the manifested wastes in closed tanker trucks or vacuum trucks to the Lenfest Facility. Wastes in the rail tank cars, tanker trucks and the vacuum trucks shall be placarded and manifested to indicate their contents. Wastes are unloaded from tanker truck or vacuum truck into a rail tank car. The Lenfest Facility stores hazardous wastes in the rail tank car prior to transporting the hazardous wastes to authorized treatment, storage or disposal facilities. Manifested wastes are stored in the rail tank car at the Lenfest Facility for ten days or less after the first load of waste is received, and shipped to off-site treatment, recycling, storage and disposal facilities. No wastes are treated onsite.

The Lenfest Facility is only manned during waste transfer operations. The facility is surrounded by 6-foot chain link fence and two locked gates located in front and side of an existing warehouse. One gate allows vehicular traffic to go onsite. The second gate controls access to the rail tank cars from the side of the warehouse (see Figure 2, Site Map). Four rail tank cars are allowed at the Lenfest Facility at any one time and they are used to transport hazardous wastes from the Lenfest Facility to authorized off-site treatment and disposal facilities.

6. FACILITY SIZE AND TYPE OF FEES

The facility is categorized as a large transfer and storage facility for the purpose of Health and Safety Code, section 25205.19. The Lenfest Facility is subject to a “Standardized Hazardous Waste Facility Permit, Series A” (Permit) pursuant to Health and Safety Code section 25201.6(a)(2)(F) for the purpose of calculating permit activity fees and yearly facility fees.

PART III- GENERAL CONDITIONS

1. PERMIT APPLICATION DOCUMENTS

(a) The Permit Application, dated March 18, 2005 and revised September 23, 2005, is hereafter referred to as the Permittee's "Standardized Permit Application." A list of all sections of the Standardized Permit Application is included as Appendix 1.

(b) All terms used in this Permit shall have the same meaning as those terms in the California Health and Safety Code, division 20 and California Code of Regulations (Cal. Code of Regs.), title 22, division 4.5, unless expressly provided otherwise by this Standardized Permit.

2. EFFECT OF PERMIT

(a) The Permittee shall comply with the provisions of the chapter 6.5 of division 20 of the California Health and Safety Code, and division 4.5 of title 22, California Code of Regulations, including regulations which become effective after the issuance of this Standardized Permit. The issuance of this Permit by DTSC does not release the Permittee from any liability or duty imposed by federal or state statutes or regulations or local ordinances, except the obligation to obtain this Permit. The Permittee shall obtain the permits required by other governmental agencies at the federal, state, and local levels, including but not limited to those required by the applicable land use planning, zoning, hazardous waste, air quality, water quality, and solid waste management laws for the construction and/or operation of the Lenfest Facility.

(b) The Permittee is authorized to transfer only liquid hazardous wastes generated from Clean Harbors San Jose, LLC Berryessa Facility, which are specifically described in Part IV of this Permit. The Permittee is not authorized to receive wastes from any generator by rail tank cars. Only the wastes identified in Part IV of this Permit may be handled at the Lenfest Facility. Any transfer of hazardous wastes not specifically authorized in this Permit is strictly prohibited.

(c) Compliance with the terms of this Permit does not constitute a defense to any action brought under any other law governing protection of public health or the environment, including but not limited to one brought for any imminent and substantial endangerment to human health or the environment.

(d) DTSC's issuance of this Permit does not prevent DTSC from adopting or amending regulations that impose additional or more stringent requirements than those existing at the time this Permit was issued and does not prevent the enforcement of these requirements against the Permittee.

(e) Failure to comply with any terms or conditions set forth in the Permit in the time or manner specified herein will subject the Permittee to possible enforcement action, including but not limited to penalties pursuant to Health and Safety Code section 25187.

(f) Failure to submit any information required in connection with this Permit, or falsification and/or misrepresentation of any submitted information, is grounds for termination of this Permit (Cal. Code of Regs., title 22, section 66270.43).

(g) This Permit includes and incorporates by reference any waste discharge requirements issued by the State Water Resources Board or any of the California Regional Water Quality Control Board and any conditions imposed pursuant to section 13277 of the Water Code.

3. COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

DTSC has prepared a Negative Declaration and De Minimis Impact Finding in accordance with the requirements of Public Resources Code section 21000, et seq. and the CEQA Guidelines, California Code of Regulations, title 14, section 15070 et seq.

PART IV. PERMITTED UNIT AND ACTIVITIES

This Permit authorizes operation only of the facility unit and activities listed below. The Permittee shall not treat or store hazardous waste in any unit other than those specified in Part IV. Any modifications to a unit or activity authorized by this Permit require the written approval of DTSC in accordance with the permit modification procedures set forth in Cal. Code of Regs., title 22.

UNIT NAME:

Transfer and Storage Unit (see Figure 3, Unit Diagram)

LOCATION:

The unit is located on the northeast side of the 660 Lenfest Road property. The unit consists of a tanker/vacuum truck's transfer area (Transfer Area) and a rail spur storage area (Storage Area). The Transfer Area is located adjacent to the north side of an existing warehouse. The Storage Area, equivalent to the length of four rail tank cars, is located at the back of the same warehouse at the northeast area of the facility. Lenfest Road is located on the southwest side of the facility (see Figure 2, Site Map).

ACTIVITY TYPE:

Transfer of Hazardous Waste and Storage in Containers

ACTIVITY DESCRIPTION:

The operations at the Lenfest Facility include transferring bulk liquid hazardous wastes from tanker/vacuum trucks into designated rail tank cars for shipment to various treatment, storage, recycling or disposal facilities throughout the country. This is done using transfer hoses connected between the rail tank car and the tanker/vacuum truck. Hazardous wastes are profiled and tested at the Clean Harbors San Jose LLC, Berryessa Facility (Berryessa Facility), the originating facility. The Berryessa Facility also prepares manifests.

Prior to transferring wastes at the Lenfest Facility, drivers are required to check in at the Berryessa Facility to ensure that the manifests and other documents are

properly completed and the waste in the tanker/vacuum truck is consistent with the approved profile for the rail tank car. Once the documents are in order, the driver of the tanker/vacuum truck is then allowed to enter the Lenfest Facility from Lenfest Road through the first gate on the southwest of the existing warehouse. A second gate, located at the side of the warehouse to the back, allows access to the rail tank cars. This gate remains locked except during transfer operations.

Prior to the transfer of waste, the truck is parked on the Transfer Area perpendicular to the position of the rail tanker car (see Figure 2, Site Map) and the tanker/vacuum truck's brake system shall be on and the engine turned off. The Transfer Area consists of a steel reinforced 8-inch thick containment pad which measures 65 feet long by 12 feet wide with 3-inch roll-over curbs. A centrifugal pump is provided at the Transfer Area for transfer of waste from the tanker truck to the rail cars. The pump and the hose connection are stored at the Transfer Area with a 200-gallon grated pan for containing any drips.

Wheels of the rail tank car are chocked to prevent its departure. Operating personnel at the Lenfest Facility monitors the pump, piping, and the remaining volume of the rail tank car to avoid overfilling. The available volume of the rail tank car is determined using a calibrated dipstick inserted through the manway of the rail car. The remaining volume of the rail car is compared to the volume of wastes in the tanker/vacuum truck. Transfer lines are connected from the tanker/vacuum truck to the rail tanker car. The position and operational condition of the valves, valve caps and vents are then inspected. When all valves are in their proper position, the pump is energized, the tanker/vacuum truck is then pressurized, and waste starts to flow from the tank truck through the loading line and hoses to the rail car with vapor returning to the tank truck. Once filled, the rail tank car is scheduled for transportation to an authorized off-site waste treatment, storage and disposal facilities for further processing. The quantity of waste transferred to the rail tank car is recorded in an operating log book which is maintained at the Berryessa Facility.

Inspections are performed before, during and after each transfer. Manways of the rail tank car and tanker/vacuum truck shall remain closed and are opened only to measure the amount of liquid present. A vapor balancing system will be used to prevent releases during transfer operations. To prevent pressure buildup, rail tank cars containing ignitable wastes are equipped with pressure relief valves. Rail tank car and tanker/vacuum truck are grounded during loading and unloading of waste to prevent build up of static electricity. At the conclusion of pumping, lines are purge with inert nitrogen gas prior to disconnecting the hoses, thereby minimizing the release of gas to the air. After transfer operation, hoses are disconnected and connections capped, thereby capturing the vapors in each respective vehicle.

Track pans fitted between and outside the rail spur will provide rail spill containment for leaks and spills from the rail tanker cars. These pans are joined together to provide a contiguous flow-through design. Eleven sets of track side pans, each measuring 30 inches wide and 20 feet long, are constructed of chemically resistant fiberglass reinforced plastic (FRP) and are joined together with the slope towards a drain should a leak or other form of spillage occur. Each pan drains by flow of gravity into a cross drain that runs beneath the pans into a common collection header located along the side of the track. The collection header is constructed of high density polyethylene (HDPE) and is sloped to a low point. Rain water and spills collected from the collection header will drain into a 25,000-gallon collection sump located at the Transfer Area. This collection sump is constructed of FRP. To ensure that there is no spilling of liquid from the collection sump, the collection sump will be lower than the rail spill pan arrangement underlying the rail tank cars. A vacuum truck will be used to collect any liquid from the collection sump and return the liquid to the Berryessa Facility under a new manifest for processing or discharge.

PHYSICAL DESCRIPTION:

The Transfer and Storage Unit, consists of a Transfer Area and a Storage Area. The Transfer Area is a steel reinforced 8-inch thick concrete containment pad which measures 65 feet by 12 feet with 3-inch roll over curbs attached to a 25,000-gallon containment sump. The Storage Area is the rail spill containment system, which is provided as 11 sets of track pans on each side of the rails and between the railroad rails. Each set measures 30 inches by 20 feet. Any possible spill drains into the 25,000-gallon containment sump at the Transfer Area.

The Storage Area is fenced and the gate is kept locked except when there is transfer of waste from the tanker/vacuum truck to the rail tank car. A security access to the Storage Area is provided at the Lenfest Facility to prevent unauthorized entry of persons or livestock onto the facility. Access to the rail tank car storage area is precluded on the north, west and east sides of the rail spurs by adjacent buildings and fences. The south side of the rail spur shares a common boundary with the business neighbors to the south. Entrance to the Lenfest Facility and the business neighbor's property is precluded by a rail gate located on the neighbor's property. The gate is locked at all times with a Union Pacific lock except when Union Pacific is transferring the facility's or the neighbor's rail cars in and out of the rail spur. To monitor unauthorized entry at the Lenfest Facility, four remote control motion sensor cameras are mounted on a truss hanging over the facility's warehouse building. The camera feed is automatically sent to an offsite surveillance monitoring center (ADT's National

Call Center in Aurora, Colorado) where operators can pan the camera 24 hours a day in either direction to view the activity at the Lenfest Facility.

The design capacity of each rail tank car ranges from 18,000 gallons to 25,000 gallons. On average, a rail tank car is 59 feet long and 9 feet in diameter. A tanker truck has a capacity of 6,500 gallons while a vacuum truck has a capacity of 2,000 gallons. A typical tanker truck is approximately 40 feet long and 6 feet in diameter. Vacuum trucks and tanker tanks are usually constructed of stainless steel. Piping consists of reinforced hose. Mechanical, leak-proof couplings are used for all connections.

Eleven sets of resistant fiberglass reinforced plastic (FRP) pans, each set measuring 30 inches wide by 20 feet in length, will provide rail spill containment. The pans are joined together to provide a contiguous, flow-through design of approximately 220 feet in length for the four parked rail tank cars.

Containment will be provided at the Transfer Area. It will be 65 feet long and 12 feet wide with 3 inches tall curbs on three sides and a rounded rollover curb on the open side. The Transfer Area will be equipped with a collection sump to facilitate the removal of any liquids that are collected. The sump has a capacity of 25,000 gallons, equivalent to the maximum volume of a rail tank car.

MAXIMUM STORAGE CAPACITY:

106,500 gallons at any one time including 4 rail tank cars (25,000 gallons each) and one vacuum truck (with a maximum capacity of 6,500 gallons).

WASTE TYPE, WASTE CODE AND HAZARDOUS CONSTITUENT:

1. Waste Stream A: Oily Water

Water contaminated with used motor oil, transmission fluid, gear oils, cutting oils, used industrial lubricating oils generated by automotive industry and other commercial and industrial oil users.

U.S. EPA Waste Code: Refer to Table 1
California Waste Code: Refer to Table 2

Hazardous Constituent:
Volatile and semi-volatile organic and inorganic constituents listed in California Code of Regulations, title 22, section 66261.24 and Health and Safety Code section 25250.1

2. Waste Stream B: Lean Water

Low heat content aqueous solution of halogenated and non-halogenated organic solvents and oils contaminated with heavy metals generated by laboratory and/or industry solvent and oil users, industrial manufacturing, chemical manufacturing, etc.

U.S. EPA Waste Code: Refer to Table 1
California Waste Code: Refer to Table 2

Hazardous Constituent:
Volatile and semi-volatile organic and inorganic constituents listed in California Code of Regulations, title 22, sections 66261.21 and 66261.24.

3. Waste Stream C: Fuels

High heat content mixture of halogenated and non-halogenated solvents and oils contaminated with heavy metals generated by laboratory and/or industry solvent and oil users.

U.S. EPA Waste Code: Refer to Table 1
California Waste Code: Refer to Table 2

Hazardous Constituent and Maximum Concentration:
Volatile and semi-volatile organic and inorganic constituents listed in California Code of Regulations, title 22, sections 66261.21 and 66261.24.

4. Waste Stream D: Aqueous Solution

Aqueous solution contaminated with heavy metals and low level of organics generated as by-product of wastewater treatment operations.

U.S. EPA Waste Code: Refer to Table 1
California Waste Code: Refer to Table 2

Hazardous Constituent:
Volatile and semi-volatile organic and inorganic constituents listed in California Code of Regulations, title 22, section 66261.24

5. Waste Stream E: Recyclable Liquids

Used oils, antifreeze, spent solvents and other liquids generated by the automotive industry and other commercial and industrial oil users.

U.S. EPA Waste Code: Refer to Table 1
California Waste Code: Refer to Table 2

Hazardous Constituent and Maximum Concentration:
Volatile and semi-volatile organic and inorganic constituents listed in California Code of Regulations, title 22, section 66261.24, and Health and Safety Code section 25250.1

PART V – SPECIAL CONDITION

1. Within 60 days of the effective date of this Permit, the Permittee shall obtain and maintain a "Variance" for the Rail Spur Transfer Facility at 660 Lenfest Road from the City of San Jose Fire Department (Fire Department) to comply with the special requirements for ignitable waste and secondary containment pursuant to California Code of Regulations, title 22, section 66264.176. The Permittee shall install and maintain the 25,000-gallon sump required by the Fire Department within 60 days from the effective date of this Permit.

2. The Permittee shall obtain and maintain all the required permits from the Bay Area Air Quality Management District (BAAQMD). The Permittee shall install and maintain a "vapor balance system" to control the emission and odor during transfer operations within 60 days from the effective date of this Permit, pursuant to authorization from the BAAQMD.

3. The Permittee is prohibited from any storage and treatment of hazardous waste or other management activity not specifically described in Part II, Part III, Part IV and Part V of this Permit. Any modifications to the designated unit or permitted activities require the written request and written approval of DTSC in accordance with the permit modification procedures set forth in the California Code of Regulations, title 22, sections 66270.41, 66270.42 and 66270.42.5. Hazardous waste shall not be land disposed at the Lenfest Facility, whether temporarily or permanently.

4. The Permittee may transfer only bulk liquid hazardous waste originating from Clean Harbors Berryessa Facility to rail tank cars at Lenfest Facility. The Permittee shall not receive, transfer or store any hazardous waste from the Berryessa Facility other than the five waste streams specified in Part IV of this Permit, namely: oily water, lean water, fuels, aqueous solution and recyclable liquids. The Permittee shall not allow any other hazardous waste management activity at the Lenfest Facility.

5. Reactive waste is not allowed at the Lenfest Facility.

6. The Permittee shall not place hazardous waste in a rail tank car that previously held incompatible waste. The Permittee shall place into a rail tank car only those hazardous wastes that are compatible with one another, compatible with any residual heel that is already in the rail tank car, and compatible with the lining materials of that rail tank car. The Permittee shall use a dedicated rail tank car for each of the five waste streams specified in Part IV of this Permit, namely: oily water, lean water, fuels, aqueous solution and recyclable liquids.

7. A rail tank car holding hazardous waste shall meet the requirements of the U.S. Department of Transportation (DOT) as specified in 49 CFR part 179 - Specifications for Rail Tank Cars. The Permittee shall use rail tank cars made of materials which are compatible with the hazardous waste to be transferred.

8. A rail tank car holding hazardous waste shall not be handled or stored in a manner which may rupture the rail tank car or cause it to leak.

9. The Permittee shall inspect each rail tank car at the beginning of the filling operation and at the end of each filling operation to ensure that it is structurally sound and adequate to store and transport the hazardous wastes describe in Part IV of this Permit. The Permittee shall record the findings of the inspections in the Lenfest Facility's Operating Record. The original Operating Record (Appendix 2) shall be maintained at the Berryessa Facility, separate from the records of the Berryessa Facility's operation.

10. The Permittee shall inspect daily the rail tank car, its cover and closure devices for visible cracks, holes, gaps, or other open spaces when it is in use. If a defect is detected, the Permittee shall make the effort in removing the hazardous waste from the defective rail tank car to another container no later than 24 hours after detection.

11. The Permittee shall have at least two persons to conduct each transfer operation at the Lenfest Facility, and at least one of them shall be the Permittee's employee properly trained in the transfer operation and the Lenfest Facility's contingency plan and emergency procedures. If the second person is not an employee of the Permittee, the second person shall be a hazardous materials driver meeting all the DOT requirements; and the Permittee's employee shall review transfer operation, contingency plan and emergency procedures with this second person prior to each transfer operation.

12. The Permittee shall not have more than four rail tank cars that contain hazardous waste at the Lenfest Facility at any given time. The Permittee shall not conduct hazardous waste transfer operations with more than one tanker/vacuum truck at the Lenfest Facility at any given time. The maximum total volume of hazardous waste at the Lenfest Facility at any given time shall not exceed 106,500 gallons. Any non-hazardous waste located within Transfer and Storage Unit at the Lenfest Facility shall be included in the volume calculation. For the purpose of this section, the term "hazardous waste" includes any heel that is a hazardous waste, if the quantity of the heel in a rail tank car exceeds the quantity allowed for the definition of an empty bulk container pursuant to California Code of Regulations, title 22, section 66261.7(p)(1).

13. The Permittee shall not store hazardous waste in rail tank cars at the Lenfest Facility in excess of ten (10) consecutive calendar days from the date the hazardous waste is first transferred into rail tank cars. When a rail tank car, which is not empty pursuant to California Code of Regulations, title 22, section 66261.7(p)(1), is received at the Lenfest Facility, the Permittee shall not store hazardous waste in excess of ten (10) consecutive days from the date of its arrival at the Lenfest Facility. If the Permittee cannot move any rail tank car within 10 days and needs to store any hazardous waste in the rail tank car more than 10 days at the Lenfest Facility, the Permittee shall notify DTSC in writing immediately upon learning of the situation to explain why the rail tank car cannot be moved within 10 days, and the Permittee shall submit to DTSC proof of efforts made to ensure timely shipment and inform DTSC of the targeted shipping date. The Permittee may be required to obtain a Resource Conservation and Recovery Act (RCRA)-Equivalent Permit if the storage greater than 10 days happens frequently as determined by DTSC.

14. The Permittee shall not store hazardous waste in tanker/vacuum truck at the Lenfest Facility. The Permittee shall complete waste transfer operation within 24 hours from the time a tanker truck or a vacuum truck arrives at the Lenfest Facility.

15. The Permittee shall maintain the cover and secure the closure devices for the rail tank car in the closed position except when the container is being filled to the intended final level.

16. The Permittee shall complete the construction of the secondary containment system for the Transfer and Storage Unit according to the designs specified in the “Standardized Permit Application” and applicable local permit requirements within 90 days after the effective date of this Permit. The secondary containment system shall include the spill containment below the rail tracks and a 25,000-gallon sump at the transfer area. The Permittee shall submit to DTSC within 30 days after the system is installed, a certification from an independent, qualified professional engineer, registered in California, that the secondary containment system has been installed in accordance with the design specified in the Permittee’s “Standardized Permit Application”.

17. The Permittee shall inspect daily, when rail tank cars are in service, the secondary containment area for any cracks, gaps, tears, any sign of deterioration or presence of any hazardous waste. If cracks or gaps are observed at the secondary containment area, the Permittee shall repair, replace and restore the containment’s impervious quality within one week of discovery of the problem. This information shall be recorded in the Facility’s Operating Record.

18. During transfer operations, the Permittee shall inspect the spill containment area and the secondary containment area for leaking rail tank car or tanker/vacuum truck.

19. During transfer operations, a drip pan shall be placed under the tanker/vacuum truck side of the hose decoupling point to contain releases when a hose is disconnected from a tanker/vacuum truck or a rail tank car. Any liquid from the drip pan shall be managed as hazardous waste and transferred to the Berryessa Facility under manifest within 10 days from the date of accumulation. It shall be analyzed at the Berryessa Facility and disposed of appropriately.

20. The Permittee shall remove, in a timely manner as is necessary to prevent overflow of the collection system, any spilled or leaked waste and accumulated precipitation in the sump. The collected material, including all rainwater accumulated in the sump, shall be transferred to the Berryessa Facility under manifest as hazardous waste within 10 days from the date of accumulation. It shall be analyzed at the Berryessa Facility and disposed of appropriately.

21. The Permittee shall maintain adequate lighting and security at the Lenfest Facility to ensure that its transfer operations are conducted safely and in compliance with all applicable laws and regulations.

22. The Permittee shall prevent unauthorized entry of persons or livestock onto the facility in compliance with the California Code of Regulations, title 22, section 66264.14.

23. The Permittee shall maintain an Operating Record for all hazardous waste activities at the Lenfest Facility in accordance with the requirements of California Code of Regulations, title 22, section 66264.73. The Operating Record shall include, at the minimum, the following information:

    (a) Documentation of each incoming rail tank car, including the rail tank car's identification number, the date when each rail tank car arrives at the Lenfest Facility, the estimated quantity of heel in the rail tank car upon arrival, the name and signature of the person documenting the estimated quantity of heel, the date when such estimate is made.

    (b) Documentation of each load of hazardous waste transferred into each rail tank car at the Lenfest Facility, including the manifest document number(s), waste quantity, and waste type.

    (c) Documentation of each outgoing rail rank car, including the date when the ran tank car leaves the Lenfest Facility, the manifest document number(s)

for the shipment, the name and signature of the person documenting this information, and the date of that person's signature.

(d) The operating logs shall be maintained in the manner consistent with the "Operating Log" attached hereto as Appendix 2. The Permittee shall complete the operating logs at the conclusion of each transfer activity. The Permittee shall include the operating logs in the Lenfest Facility's Operating Record. The original Operating Record shall be maintained, pursuant to California Code of Regulations, title 22, section 66264.73, at the Berryessa Facility, separate from the records of the Berryessa Facility's operation.

The records shall include cross-references to specific manifests for the wastes transferred from the Berryessa Facility to the Lenfest Facility.

24. The following plans required for this Permit and certified for use by the Permittee in accordance with Health and Safety Code section 25201.6(c)(4) shall be maintained at the Berryessa Facility at all times until Facility closure is completed, certified by an independent professional engineer registered in California and approved by DTSC, and shall be made available to local, state and federal agencies upon request:

(a) Contingency Plan and Emergency Preparedness.
(b) Facility Management Practices.
(c) Facility Siting Information.
(d) Inspection Plan.
(e) "Land Ban" Compliance.
(f) Manifesting.
(g) Personnel Training.
(h) Reporting.
(i) Security Plan.

The Permittee shall recertify any of the documents listed above if changes are made to the document and shall submit the new certifications to DTSC within 30 days after such changes are made.

25. Any falsification on any of the above certifications or any other information submitted to DTSC in connection with this Permit constitutes a false statement under Health and Safety Code section 25189.2 and this Permit may be revoked and other authorized enforcement action may be taken at the sole discretion of DTSC.

26. The Permittee shall comply with all applicable manifest system, record keeping, and reporting requirements as a hazardous waste facility in accordance with

California Code of Regulations, title 22, divison 4.5, Chapter 14, article 5. For hazardous wastes transported by tanker/vacuum trucks from the Berryessa Facility to the Lenfest Facility, the Permittee shall identify the Berryessa Facility (EPA ID No. CAD 059 494 310) as the generator on the Uniform Hazardous Waste Manifest (Manifest) and shall identify the Lenfest Facility as the designated facility. For hazardous wastes transported by rail tank cars from the Lenfest Facility to any authorized designated facility, the Permittee shall identify the Lenfest Facility (EPA ID No. CAL 000 191 813) as the generator on the Manifest.

27. The Permittee shall comply with the approved waste analysis plan and any subsequent approved amendments to that plan prepared by Clean Harbors San Jose, LLC, Berryessa Facility.

28. The Permittee shall comply with all applicable financial assurance requirements for liability and closure in accordance with California Code of Regulations, title 22, section 67800.5. Within 60 days of the effective date of the Permit, the Prmittee shall estalish and put in place the financial assurance mechanism in the amount of $250,692.53, as approved by DTSC pursuant to California Code of Regulations, title 22, section 66264.143.

29. The Permittee shall notify DTSC within 24 hours of any noncompliance with the terms of this Permit. Within seven days of the discovery of the problem, the Permittee shall notify DTSC in writing of corrective measures that have been taken.

30. All correspondence shall be sent to the following office:

    Branch Chief
    Standardized Permitting and Corrective Action Branch
    Department of Toxic Substances Control
    700 Heinz Avenue, Suite 300
    Berkeley, California 94710-2721

    The Permittee shall also send the notification and submittal required in Condition #13 of Part V to the following office:

    Branch Chief
    Northern California Branch
    Statewide Compliance Division
    Department of Toxic Substances Control
    700 Heinz Avenue, Suite 200
    Berkeley, California 94710-2721

31. This Permit is hereby granted, subject to the condition that all the requirements of

Health and Safety Code division 20, chapter 6.5, all applicable provisions of California Code of Regulations title 22, division 4.5, and all terms and conditions of this Permit are complied with. The granting of this Permit does not relieve the Permittee from meeting any of the requirements of generators or transporters of hazardous wastes. If the aforesaid conditions are not met, this Permit may be revoked and other authorized enforcement action may be taken at the discretion of DTSC.

PART VI - CORRECTIVE ACTION

1. Based on the Phase I Environmental Site Assessment prepared for Clean Harbors San Jose Rail Transfer Facility dated August 24, 2004, DTSC has determined that hazardous waste or hazardous waste constituents may have been released from the rail/truck transfer areas. Therefore, the Permittee shall take soil samples to assess whether releases have occurred:

    a. Within seven days from the effective date of the Permit, the Permittee shall submit, for DTSC's approval, a soil sampling plan for release assessment to be taken at the permitted Transfer and Storage Unit.

    b.. Within 30 days from the effective date of the Permit, the Permittee shall complete soil sampling according to a DTSC-approved soil sampling plan.

    c. Within 60 days from the effective date of the Permit, the Permittee shall submit to DTSC a report showing the results of analysis of the soil samples taken to determine if further corrective action is required.

2. DTSC may require the Permittee to conduct corrective action at the Facility pursuant to Health and Safety Code sections 25187 and 25200.10, if any of the following conditions occur. If corrective action is required, it shall be carried out under a Corrective Action Consent Agreement or an Enforcement Order for Corrective Action pursuant to Health and Safety Code section 25187. The following conditions shall trigger the requirement for corrective action at the Facility:

    a. DTSC determines that releases have occurred at the site based on the latest results of analysis of soil samples taken at the permitted Transfer and Storage Unit.

    b. DTSC has reason to believe that the Permittee's Lenfest Facility may be adversely affecting human health and/or the environment.

    c. In the event that the Permittee identifies an immediate or potential threat to human health and/or the environment, or discovers new releases of hazardous waste and/or hazardous waste constituents, or discovers new Solid Waste Management Units (SWMUs) not previously identified, the Permittee shall notify DTSC orally within 24 hours of discovery and notify DTSC in writing within 10 days of such discovery summarizing the findings, including the immediacy and magnitude of any potential threat to human health and/or the environment.

    d. DTSC may require the Permittee to investigate, mitigate and/or take other

applicable action to address any immediate or potential threats to human health and/or the environment and new identified releases of hazardous waste and/or hazardous constituents and/or SWMUs.

3. If DTSC determines at a later time that further investigation is warranted, DTSC may modify Part VI of the Standardized Permit according to the procedures in the California Code of Regulation, title 22, sections 66270.41, 66270.42 and 66270.42.5. The modifications will specify the requirements that the Permittee shall complete as part of the required further investigation.

Figure 1. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, Site Location

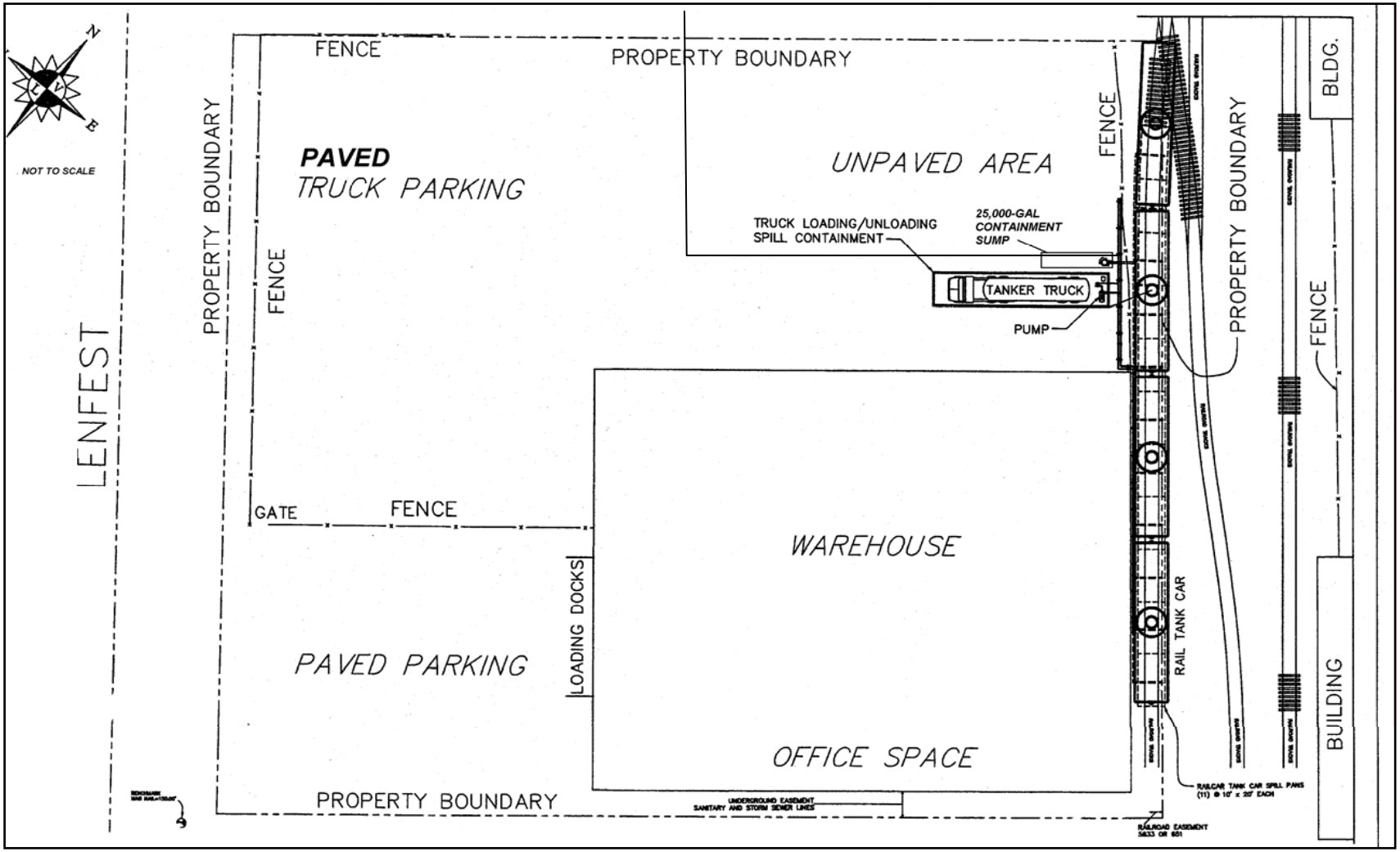

Figure 2. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, Site Map

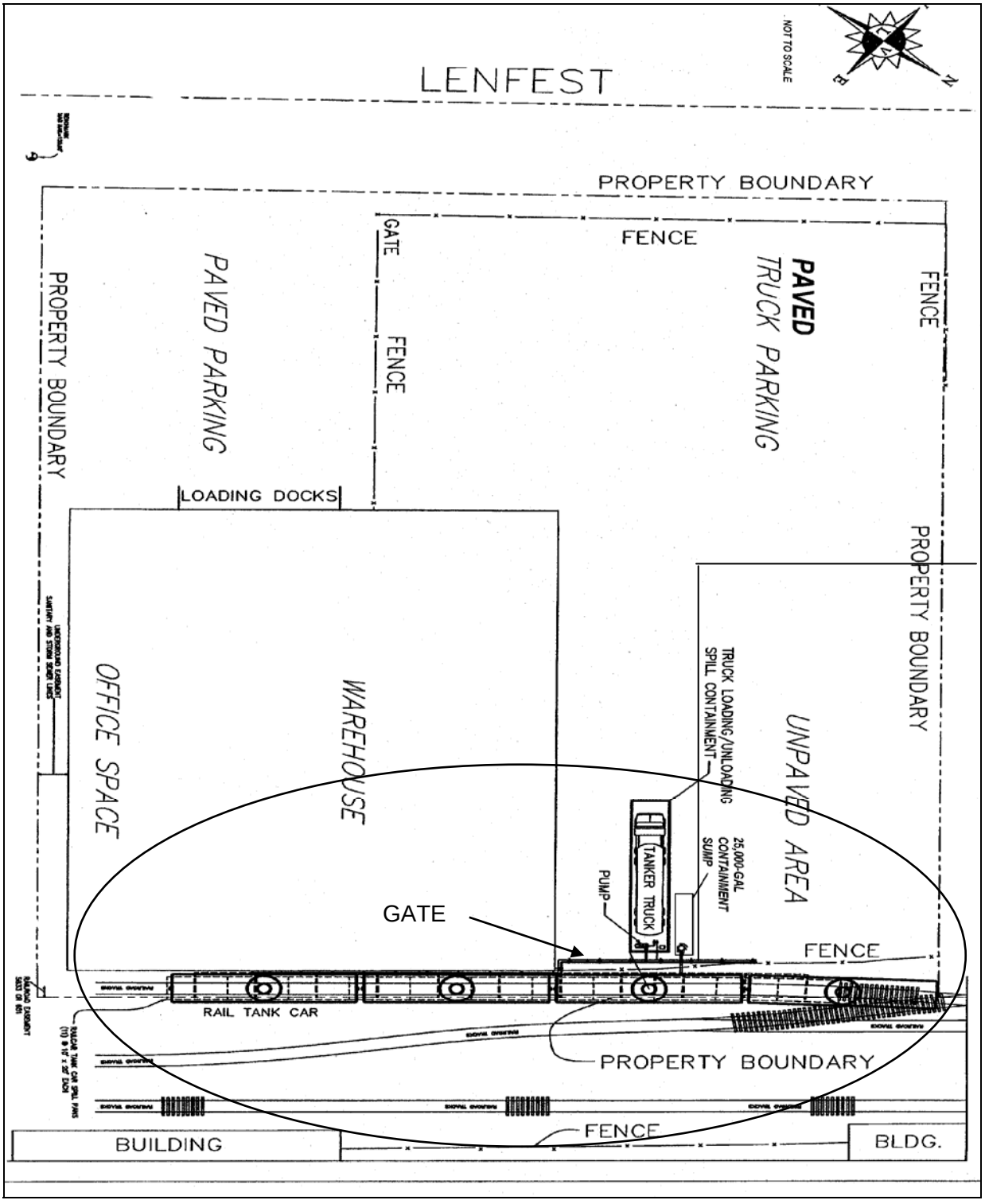

Figure 3. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, Unit Diagram.

Table 1. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, RCRA Waste					
RCRA Waste Code	**Waste Stream**				
	A Oily Water	**B Lean Water**	**C Fuels**	**D Aqueous Solutions**	**E Recyclable Liquids**
D001	none	x	x	x	x
D002				x	x
D003					x
D004		x	x	x	x
D005		x	x	x	x
D006		x	x	x	x
D007		x	x	x	x
D008		x	x	x	x
D009		x	x	x	x
D010		x	x	x	x
D011		x	x	x	x
D012		x	x	x	x
D013		x	x	x	x
D014		x	x	x	x
D015		x	x	x	x
D016		x	x	x	x
D017		x	x	x	x
D018		x	x	x	x
D019		x	x	x	x
D020		x	x	x	x
D021		x	x	x	x
D022		x	x	x	x
D023		x	x	x	x
D024		x	x	x	x
D025		x	x	x	x
D026		x	x	x	x
D027		x	x	x	x
D028		x	x	x	x
D029		x	x	x	x
D030		x	x	x	x
D031		x	x	x	x
D032		x	x	x	x
D033		x	x	x	x
D034		x	x	x	x
D035		x	x	x	x
D036		x	x	x	x
D037		x	x	x	x
D038		x	x	x	x
D039		x	x	x	x
D040		x	x	x	x
D041		x	x	x	x

Table 1. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, RCRA Waste (continuation)					
	Waste Stream				
RCRA Waste Code	**A Oily Water**	**B Lean Water**	**C Fuels**	**D Aqueous Solutions**	**E Recyclable Liquids**
D042		x	x	x	x
D043		x	x	x	x
F001		x	x	x	x
F002		x	x	x	x
F003		x	x	x	x
F004		x	x	x	x
F005		x	x	x	x
F006		x	x	x	
F007		x	x	x	
F008		x	x	x	
F009		x	x	x	
F010		x	x	x	
F011		x	x	x	
F012		x	x	x	
F019		x	x	x	
F037		x	x	x	
F038		x	x	x	
F039		x	x	x	
K001		x	x	x	
K002		x	x	x	
K003		x	x	x	
K004		x	x	x	
K005		x	x	x	
K006		x	x	x	
K007		x	x	x	
K008		x	x	x	
K009		x	x	x	
K010		x	x	x	
K011		x	x	x	
K013		x	x	x	
K014		x	x	x	
K015		x	x	x	
K016		x	x	x	
K017		x	x	x	
K018		x	x	x	
K019		x	x	x	
K020		x	x	x	
K021		x	x	x	
K022		x	x	x	
K023		x	x	x	

Table 1. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, RCRA Waste (continuation)					
RCRA Waste Code	Waste Stream				
	A Oily Water	B Lean Water	C Fuels	D Aqueous Solutions	E Recyclable Liquids
K024		x	x	x	
K025		x	x	x	
K026		x	x	x	
K027		x	x	x	
K028		x	x	x	
K029		x	x	x	
K030		x	x	x	
K031		x	x	x	
K032		x	x	x	
K033		x	x	x	
K034		x	x	x	
K035		x	x	x	
K036		x	x	x	
K037		x	x	x	
K038		x	x	x	
K039		x	x	x	
K040		x	x	x	
K041		x	x	x	
K042		x	x	x	
K043		x	x	x	
K044		x	x	x	
K045		x	x	x	
K046		x	x	x	
K047		x	x	x	
K048		x	x	x	
K049		x	x	x	
K050		x	x	x	
K051		x	x	x	
K052		x	x	x	
K060		x	x	x	
K061		x	x	x	
K062		x	x	x	
K064		x	x	x	
K065		x	x	x	
K066		x	x	x	
K069		x	x	x	
K071		x	x	x	
K073		x	x	x	
K083		x	x	x	
K084		x	x	x	
K085		x	x	x	
K086		x	x	x	

Table 1. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, RCRA Waste (continuation)					
	Waste Stream				
RCRA Waste Code	**A Oily Water**	**B Lean Water**	**C Fuels**	**D Aqueous Solutions**	**E Recyclable Liquids**
K087		x	x	x	
K088		x	x	x	
K090		x	x	x	
K091		x	x	x	
K093		x	x	x	
K094		x	x	x	
K095		x	x	x	
K096		x	x	x	
K097		x	x	x	
K098		x	x	x	
K099		x	x	x	
K100		x	x	x	
K101		x	x	x	
K102		x	x	x	
K103		x	x	x	
K104		x	x	x	
K105		x	x	x	
K106		x	x	x	
K107		x	x	x	
K108		x	x	x	
K109		x	x	x	
K110		x	x	x	
K111		x	x	x	
K112		x	x	x	
K113		x	x	x	
K114		x	x	x	
K115		x	x	x	
K116		x	x	x	
K117		x	x	x	
K118		x	x	x	
K123		x	x	x	
K124		x	x	x	
K125		x	x	x	
K126		x	x	x	
K131		x	x	x	
K132		x	x	x	
K136		x	x	x	
K140		x	x	x	
K141		x	x	x	
K142		x	x	x	
K143		x	x	x	
K144		x	x	x	

Table 1. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, RCRA Waste (continuation)					
	Waste Stream				
RCRA Waste Code	A Oily Water	B Lean Water	C Fuels	D Aqueous Solutions	E Recyclable Liquids
K145		x	x	x	
K147		x	x	x	
K148		x	x	x	
K149		x	x	x	
K150		x	x	x	
K151		x	x	x	
K156		x	x	x	
K157		x	x	x	
K158		x	x	x	
K159		x	x	x	
K161		x	x	x	
K169		x	x	x	
K170		x	x	x	
K171		x	x	x	
K172		x	x	x	
K174		x	x	x	
K175		x	x	x	
K176		x	x	x	
K177		x	x	x	
K178		x	x	x	
U001		x	x	x	
U002		x	x	x	x
U003		x	x	x	
U004		x	x	x	
U005		x	x	x	
U006		x	x	x	
U007		x	x	x	
U008		x	x	x	
U009		x	x	x	
U010		x	x	x	
U011		x	x	x	
U012		x	x	x	
U014		x	x	x	
U015		x	x	x	
U016		x	x	x	
U017		x	x	x	
U018		x	x	x	
U019		x	x	x	
U020		x	x	x	
U021		x	x	x	
U023		x	x	x	

Table 1. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, RCRA Waste (continuation)					
	Waste Stream				
RCRA Waste Code	A Oily Water	B Lean Water	C Fuels	D Aqueous Solutions	E Recyclable Liquids
U024		x	x	x	
U025		x	x	x	
U026		x	x	x	
U027		x	x	x	
U028		x	x	x	
U029		x	x	x	
U030		x	x	x	
U031		x	x	x	x
U032		x	x	x	
U033		x	x	x	
U034		x	x	x	
U035		x	x	x	
U036		x	x	x	
U037		x	x	x	x
U038		x	x	x	
U039		x	x	x	
U041		x	x	x	
U042		x	x	x	
U043		x	x	x	
U044		x	x	x	
U045		x	x	x	
U046		x	x	x	
U047		x	x	x	
U048		x	x	x	
U049		x	x	x	
U050		x	x	x	
U051		x	x	x	
U052		x	x	x	
U053		x	x	x	
U055		x	x	x	
U056		x	x	x	x
U057		x	x	x	
U058		x	x	x	
U059		x	x	x	
U060		x	x	x	
U061		x	x	x	
U062		x	x	x	
U063		x	x	x	
U064		x	x	x	
U066		x	x	x	
U067		x	x	x	
U068		x	x	x	

Table 1. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, RCRA Waste (continuation)					
RCRA Waste Code	Waste Stream				
	A Oily Water	**B Lean Water**	**C Fuels**	**D Aqueous Solutions**	**E Recyclable Liquids**
U069		x	x	x	
U070		x	x	x	x
U071		x	x	x	x
U072		x	x	x	x
U073		x	x	x	
U074		x	x	x	
U075		x	x	x	x
U076		x	x	x	
U077		x	x	x	x
U078		x	x	x	x
U079		x	x	x	x
U080		x	x	x	x
U081		x	x	x	
U082		x	x	x	
U083		x	x	x	
U084		x	x	x	
U085		x	x	x	
U086		x	x	x	
U087		x	x	x	
U088		x	x	x	
U089		x	x	x	
U090		x	x	x	
U091		x	x	x	
U092		x	x	x	
U093		x	x	x	
U094		x	x	x	
U095		x	x	x	
U096		x	x	x	
U097		x	x	x	
U098		x	x	x	
U099		x	x	x	
U101		x	x	x	x
U102		x	x	x	
U103		x	x	x	
U105		x	x	x	
U106		x	x	x	
U107		x	x	x	
U108		x	x	x	x
U109		x	x	x	
U110		x	x	x	
U111		x	x	x	
U112		x	x	x	x

Table 1. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, RCRA Waste (continuation)					
RCRA Waste Code	Waste Stream				
	A Oily Water	**B Lean Water**	**C Fuels**	**D Aqueous Solutions**	**E Recyclable Liquids**
U113		x	x	x	
U114		x	x	x	
U115		x	x	x	
U116		x	x	x	
U117		x	x	x	
U118		x	x	x	
U119		x	x	x	
U120		x	x	x	
U121		x	x	x	x
U122		x	x	x	
U123		x	x	x	
U124		x	x	x	
U125		x	x	x	
U126		x	x	x	
U127		x	x	x	x
U128		x	x	x	
U129		x	x	x	
U130		x	x	x	
U131		x	x	x	
U132		x	x	x	
U133		x	x	x	
U134		x	x	x	
U135		x	x	x	
U136		x	x	x	
U137		x	x	x	
U138		x	x	x	
U140		x	x	x	
U141		x	x	x	
U142		x	x	x	
U143		x	x	x	
U144		x	x	x	
U145		x	x	x	
U146		x	x	x	
U147		x	x	x	
U148		x	x	x	
U149		x	x	x	
U150		x	x	x	
U151		x	x	x	
U152		x	x	x	
U153		x	x	x	
U154		x	x	x	
U155		x	x	x	

Table 1. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, RCRA Waste (continuation)					
RCRA Waste Code	Waste Stream				
	A Oily Water	B Lean Water	C Fuels	D Aqueous Solutions	E Recycleable Liquids
U156		x	x	x	
U157		x	x	x	
U158		x	x	x	
U159		x	x	x	x
U160		x	x	x	
U161		x	x	x	x
U162		x	x	x	
U163		x	x	x	
U164		x	x	x	
U165		x	x	x	x
U166		x	x	x	
U167		x	x	x	
U168		x	x	x	
U169		x	x	x	
U170		x	x	x	
U171		x	x	x	
U172		x	x	x	
U173		x	x	x	
U174		x	x	x	
U176		x	x	x	
U177		x	x	x	
U178		x	x	x	
U179		x	x	x	
U180		x	x	x	
U181		x	x	x	
U182		x	x	x	
U183		x	x	x	x
U184		x	x	x	
U185		x	x	x	
U186		x	x	x	
U187		x	x	x	
U188		x	x	x	
U189		x	x	x	
U190		x	x	x	
U191		x	x	x	
U192		x	x	x	
U193		x	x	x	
U194		x	x	x	
U196		x	x	x	x
U197		x	x	x	
U200		x	x	x	
U201		x	x	x	

Table 1. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, RCRA Waste (continuation)					
RCRA Waste Code	Waste Stream				
	A Oily Water	B Lean Water	C Fuels	D Aqueous Solutions	E Recycleable Liquids
U202		x	x	x	
U203		x	x	x	
U204		x	x	x	
U205		x	x	x	
U206		x	x	x	
U207		x	x	x	x
U208		x	x	x	x
U209		x	x	x	x
U210		x	x	x	x
U211		x	x	x	x
U213		x	x	x	x
U214		x	x	x	
U215		x	x	x	
U216		x	x	x	
U217		x	x	x	
U218		x	x	x	
U219		x	x	x	
U220		x	x	x	x
U221		x	x	x	
U222		x	x	x	
U223		x	x	x	
U225		x	x	x	
U226		x	x	x	x
U227		x	x	x	x
U228		x	x	x	x
U234		x	x	x	
U235		x	x	x	
U236		x	x	x	
U237		x	x	x	
U238		x	x	x	
U239		x	x	x	x
U240		x	x	x	
U243		x	x	x	
U244		x	x	x	
U246		x	x	x	
U247		x	x	x	
U248		x	x	x	
U249		x	x	x	
U271		x	x	x	
U278		x	x	x	
U279		x	x		
U280		x	x	x	

Table 1. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, RCRA Waste (continuation)					
RCRA Waste Code	**Waste Stream**				
	A Oily Water	**B Lean Water**	**C Fuels**	**D Aqueous Solutions**	**E Recycleable Liquids**
U328		x	x	x	
U353		x	x	x	
U359		x	x	x	x
U364		x	x	x	
U367		x	x	x	
U372		x	x	x	
U373		x	x	x	
U387		x	x	x	
U389		x	x	x	
U394		x	x	x	
U395		x	x	x	
U404		x	x	x	
U408		x	x	x	
U409		x	x		
U410		x	x		
U411		x	x	x	

Table 2. Clean Harbors San Jose, LLC. Rail Spur Transfer Facility, California Waste					
California Waste Code	Waste Stream				
	A Oily Water	B Lean Water	B Fuels	D Aqueous Solutions	E Recycleable Liquids
121		x	x	x	
122		x	x	x	
123	x	x	x	x	
131		x	x	x	
132		x	x	x	
133	x	x	x	x	
134	x	x	x	x	
135	x	x	x	x	x
141		x	x	x	
161		x	x	x	
162		x	x	x	
171		x	x	x	
211		x	x	x	
212		x	x	x	
213		x	x	x	
214		x	x	x	
221	x	x	x	x	x
222	x	x	x	x	
223	x	x	x	x	
231			x	x	
241		x	x	x	
251		x	x	x	
252		x	x	x	
261	x	x	x		
271			x	x	
272		x	x	x	
281		x	x	x	
291		x	x	x	
311		x			
331	x	x	x	x	x
341	x	x	x	x	x
342	x	x	x	x	x
343	x	x	x	x	x
431			x	x	
441			x	x	
451			x	x	
461		x	x	x	
471			x	x	
481			x	x	
491			x	x	
521			x	x	
541		x	x	x	

Table 2. Clean Harbors San Jose, LLC. Rail Spur Transfer Facility, California Waste (continuation)

California Waste Code	Waste Stream				
	A Oily Water	**B Lean Water**	**B Fuels**	**D Aqueous Solutions**	**E Recycleable Liquids**
551			x	x	
561	x		x	x	
611			x	x	
612	x	x	x	x	
721		x	x	x	
722		x	x	x	
723		x	x	x	
724		x	x	x	
725		x	x	x	
726		x	x	x	
727		x	x	x	
728		x	x	x	
731		x			
741	x	x	x	x	
751		x			
791		x	x	x	
792		x	x	x	

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Appendix 1. Clean Harbors San Jose LLC, Rail Spur Transfer Facility, Table of Contents, Standardized Permit Application, Dated March 18, 2005

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FIGURES

APPENDICES

Appendix 1. Clean Harbors San Jose LLC, Rail Spur Transfer Facility, Table of Contents, Standardized Permit Application, Dated March 18, 2005 (Continuation)

CleanHarbors®
ENVIRONMENTAL SERVICES, INC.

LENFEST TRANSFER OPERATIN LOG
Clean Harbors San Jose, LLC
Rail Spur Transfer Facility
660 Lenfest Road
EPA ID No. CAL000191813

RAIL CAR ARRIVAL INFORMATION

Rail Car No.: _____ Date Car Arrived at Lenfest: _____ Heel Manifest No.: _____

Estimated Heel Volume: _____ Estimated by _____ (PRINT NAME) _____ (SIGNATURE) Date: _____

RAIL CAR LOADING INFORMATION

Incoming Manifest No. from Berryessa	Waste Quantity (gallons)	Waste Type	Date Transferred	Operator (Print Name)	Operator Signature	Date

Total Volume: _____

RAIL CAR DEPARTURE INFORMATION

Railroad notified to pick-up Rail Car: _____ (Date)

Rail Car Departed Lenfest on: _____ (Date) Destination: _____ (TSDF) Manifest No.: _____ (For manifest from Lenfest to TSDF)

Documented by: _____ (Print Name) _____ (Signature) Date: _____ Time: _____

Appendix 2. Clean Harbors San Jose, LLC, Rail Spur Transfer Facility, Operating Log